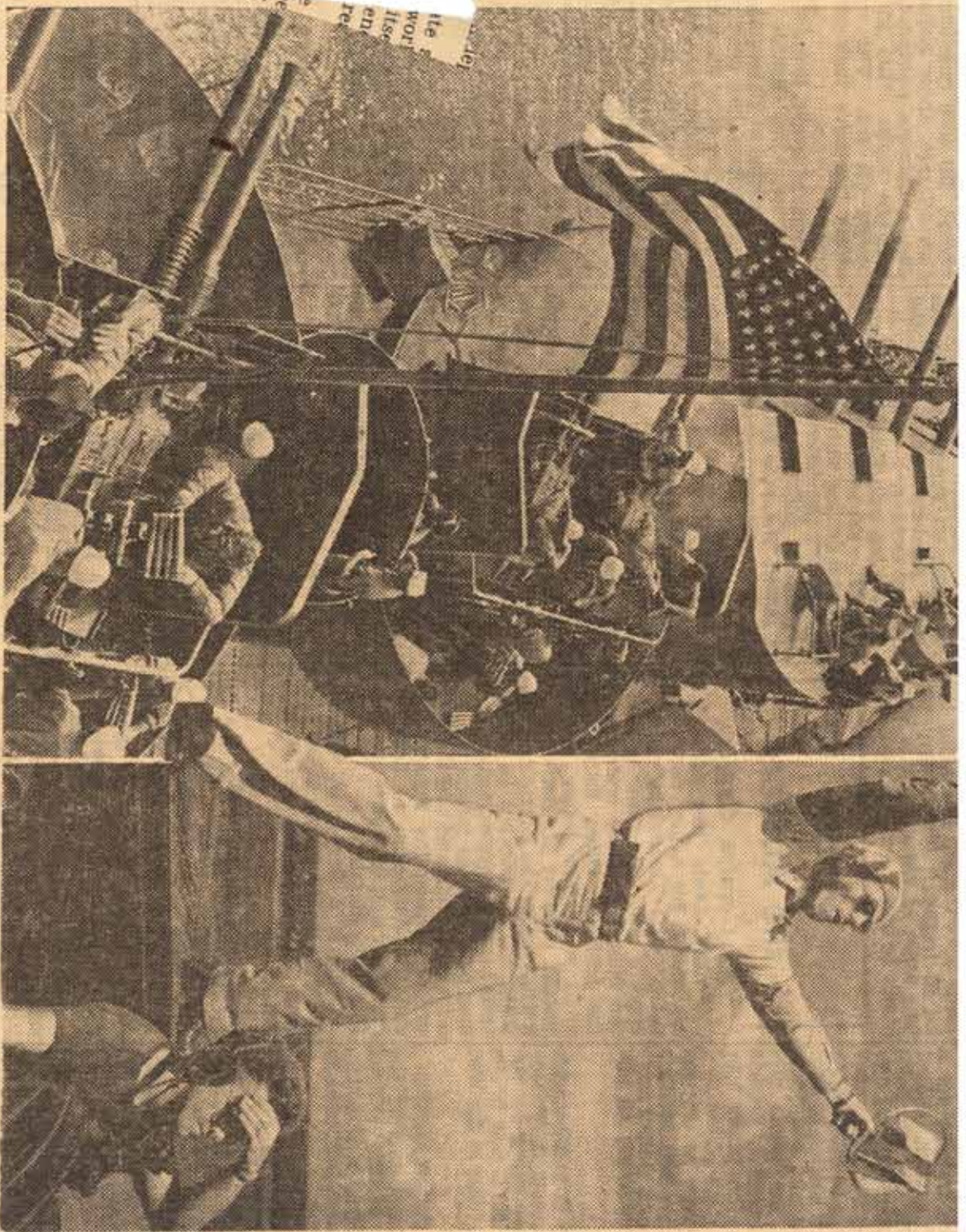


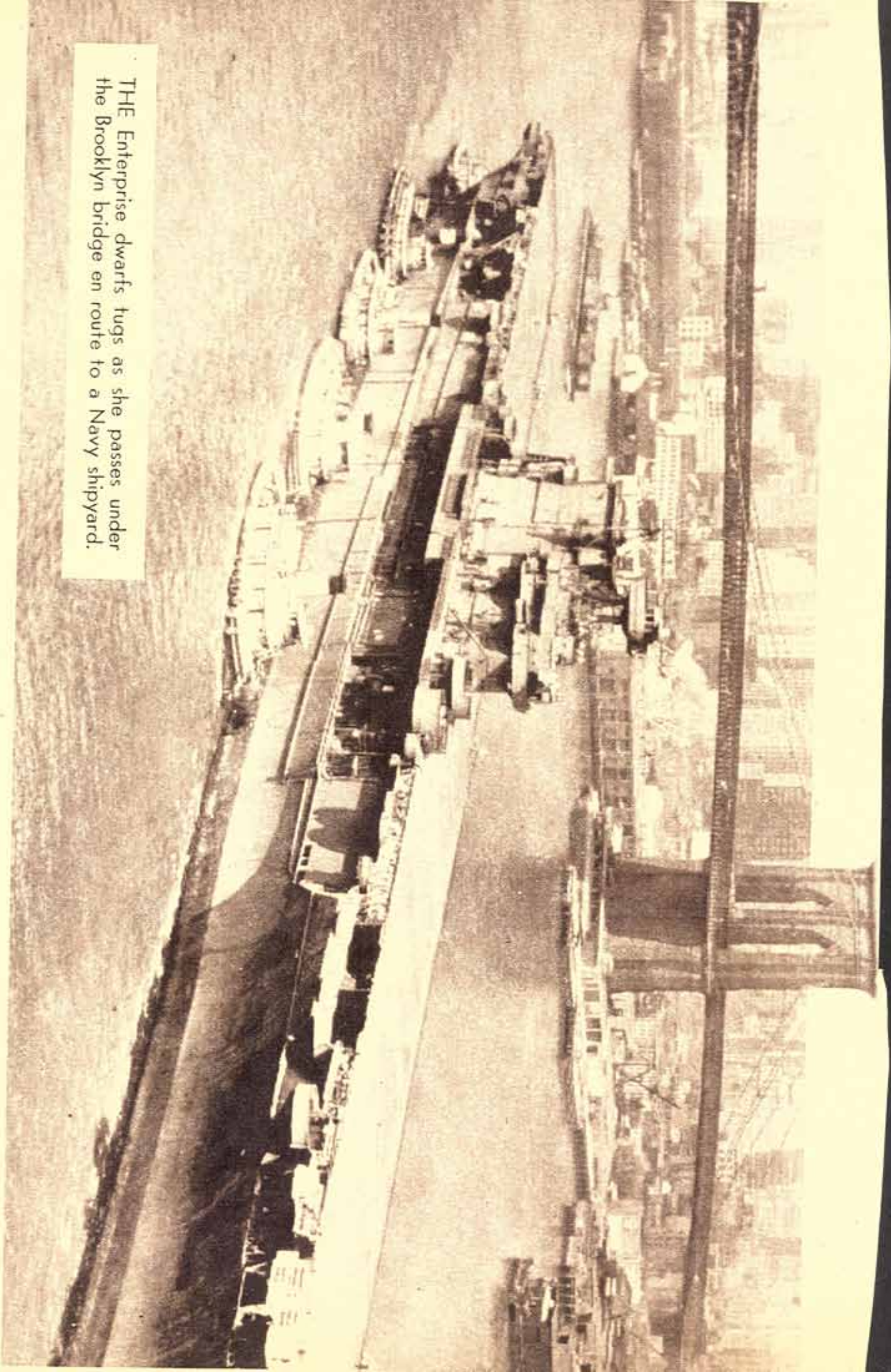
U.S.S. Enterprise, known to the Navy as "Big E," sole survivor of her class and holder of a presidential citation, is still on the trail of the enemy. This famous carrier dealt some of the first blows against the Japs after Pearl Harbor. She escorted the Hornet for Jimmy Doolittle's raid on Tokyo, and later with the Hornet destroyed 135 enemy planes, damaged two carriers, two battleships and three cruisers. In the battle of Leyte Gulf she sank a Jap carrier and a cruiser and damaged a giant battleship to win new laurels.



Aircraft gunners in the Pacific are shown practicing rapid firing of 40-mm. cannon, while a signal officer glides a plane to a landing on A deck. This signal indicates to the approaching pilot he is coming in too high.



THE Enterprise dwarfs tugs as she passes under the Brooklyn bridge en route to a Navy shipyard.

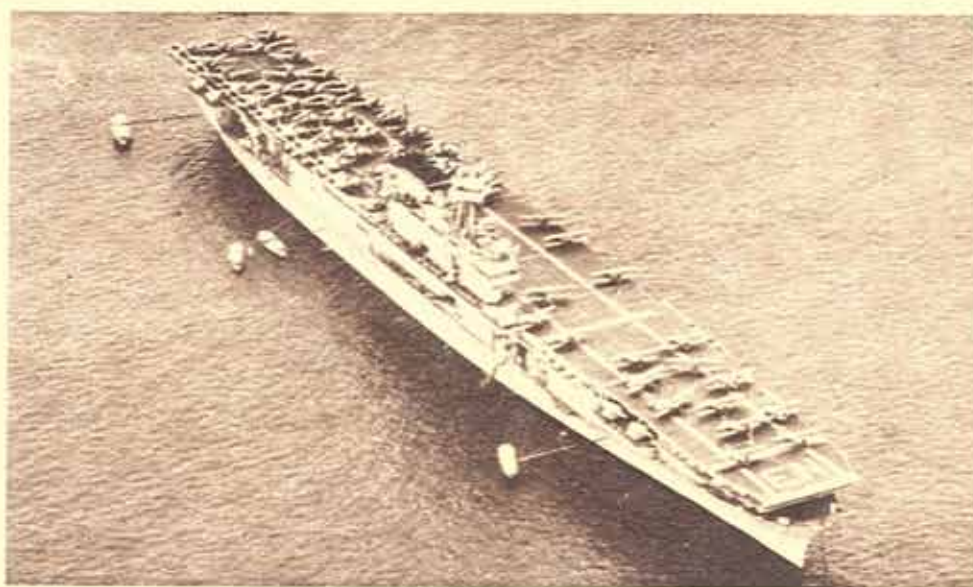






SAILORS walled through foam which they used to smother on the famed carrier's deck during action in the Pacific in World War II.

January 5, 1957



FLIGHT deck loaded with two-winged fighter planes, the Enterprise looked like this when she was the pride of the Navy. The ship joined the fleet in 1938.



CREW IS READY

## 'Big E' Vets

### Offer To Sail

### Ship Home

Former crew members of the carrier Enterprise yesterday offered to man the 20,000-ton ship for a final voyage to San Diego if their efforts to save her from the scrap pile are successful.

Bill Rubin, president of the USS Enterprise Association, said

Hamilton

it would take only a partial crew of veterans to take the carrier from Bayonne, N.J., to San Diego. He said Rear Adm. Tom Hamilton, USN, ret., a former commanding officer of the Enterprise, has agreed to act as skipper for the ship's last journey.

The Navy announced Monday that the "Big E," as the famed ship is known, is unfit for service and will be sold as scrap. It is in mothballs at Bayonne. The former crew members have petitioned President Eisenhower to save the ship and preserve it here as a national memorial.

## 'Big E's' Heart Lives On

THE U. S. NAVY will do to the aircraft carrier Enterprise what no enemy could do from Pearl Harbor to V-J Day: Junk her. Overage and deemed unfit for further naval service, the Enterprise is to be dismantled and sold for scrap.

But a fighting ship is more than just boilers, steel decks, armor plate and engines. It has a heart and a proud tradition that cannot be junked. The men who served on the "Galloping Ghost" know this. So do all Americans who thrilled to the Enterprise's record of 20 battle stars, 911 Japanese planes downed, 71 ships sunk and 192 damaged.

The Enterprise is passing physically from the scene, but it will live on in the hearts of all who admire gallantry and devotion to duty. And, perhaps, San Diego can obtain some piece of the gallant ship as a permanent memorial to the "Big E" and the hundreds of veterans in this area who served on her in peace and in war.





# CHINFO

## NEWSLETTER

Radm T. J. Hamilton, USN Ret  
Athletic Dept.  
University of Pittsburgh  
Pittsburgh, Pa.

Vol. IX, No. 18

Washington 25, D. C.

15 October 1957

### FREQUENCY OF PUBLICATION REDUCED

For the current quarter, the CHINFO NEWSLETTER will be published on the 15th of each month instead of bi-weekly, on a trial basis.

The CHINFO NEWSLETTER has attempted to report on matters relating to the Navy's public information program and to help naval activities support that program. Any evaluation of our success in fulfilling this responsibility must, obviously, come from the readers.

The Chief of Information invites comments and suggestions from commanding officers and public information officers on the value of the NEWSLETTER and its effectiveness as a monthly publication. Material for the NEWSLETTER, including case studies, editorials, criticism or suggestions, should be addressed to the Chief of Information, Navy Department, Washington 25, D. C.

### USS ENTERPRISE AUTHORIZED AS MEMORIAL MUSEUM

Public Law 85-218, passed by the 85th Congress on August 29th authorizes the establishment of the United States Ship Enterprise (CV-6), in the Nation's Capital, as a memorial museum.

"Resolved by the Senate and House of Representatives in Congress assembled, that subject to the conditions prescribed, at such time as the USS ENTERPRISE is released by the United States and acquired by the Enterprise Association and its distinguished leader, Fleet Admiral William F. Halsey, USN (Ret), it may be berthed at, or in the vicinity of, the Nation's Capital as a memorial museum to be supported and maintained by private funds at no expense to the United States or the Government of the District of Columbia."

Now that the green light has been flashed for this project, it will take some time for the ENTERPRISE to be renovated and brought to Washington. The project still depends on the financial standing of the association to maintain the World War II carrier.

PIO's should disseminate this information; there may be personnel in your command who were former crewmembers of the famed carrier, or there may be personnel who are interested in seeing a Navy ship become a lasting memorial to all naval personnel.

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Please memorize  
860*



NEWPORT NEWS MAIN OFFICE  
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NEWPORT NEWS, VIRGINIA, FRIDAY MORNING, MARCH 6, 1959

THE SECOND FRONT PAGE

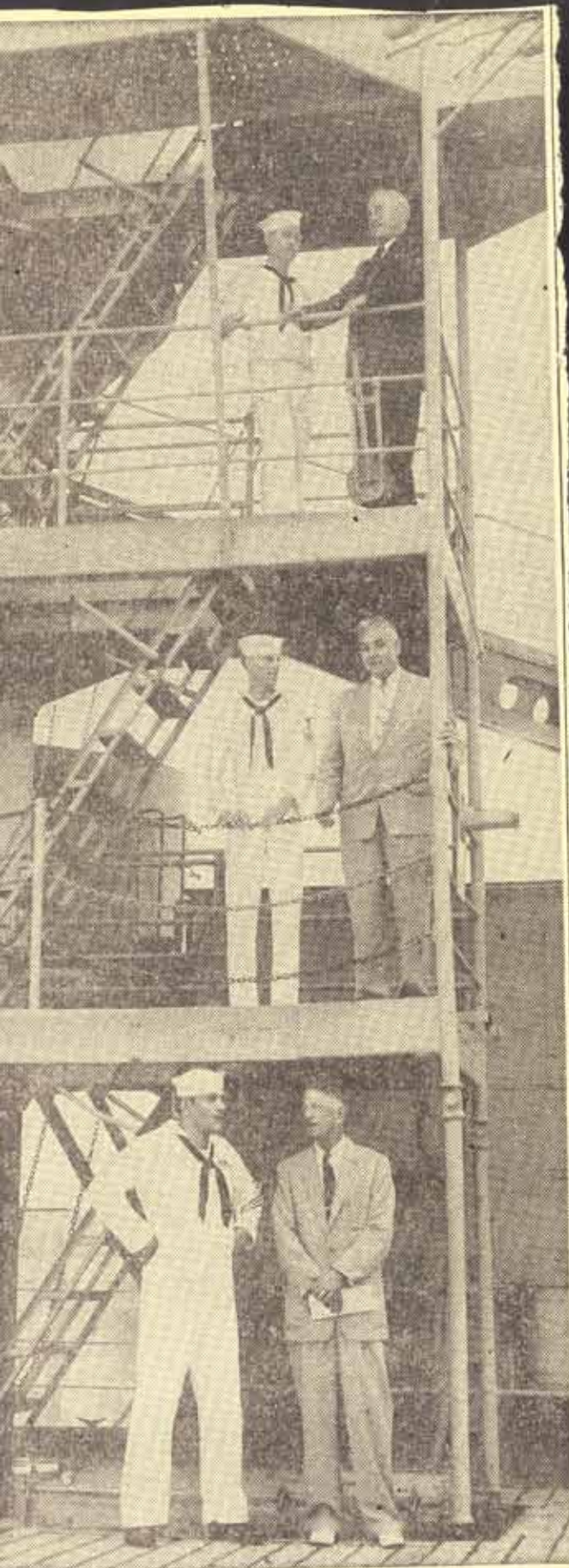
# Daily Press



## PSA LAUNCHES CAMPAIGN FOR 'BIG E'

"Big E Rally" Thursday opened a \$15,000 campaign by the Peninsula Shipbuilders Association for construction of Enterprise Tower at the new memorial stadium in Annapolis. The meeting provided a chance for reunion conversation between Adm. Thomas J. Hamilton, (center, left above), and four members of the carrier's wartime crew. Joining in the discussion, from left, are Alton B. Bothwell and W. P. Link Jr., both of Newport News, Admiral Hamilton, E. G. Johnston of Norfolk and S. J. Tegland of Portsmouth. Plans for the PSA memorial drive are discussed, left photo, by Admiral Hamilton, union president L. W. Gauley and shipyard president W. E. Blewett Jr.





Herald Tribune photos by Morris Warman

**FORMER SKIPPERS**—Three ex-commanders of the "Big E" with sailors from the Atlantic Reserve Fleet. From top: Rear Adm. Grover B. H. Hall and Oscar Beverlin; Rear Adm. Thomas J. Hamilton and Calvin E. Bennett, and Vice-Adm. Matthias B. Gardner, with John Salahub.

Mr. William S. Lampe  
Hearst Newspapers  
Room 227  
959 Eighth Avenue  
New York 9, New York

*Rough copy*

Dear Mr. Lampe:

I am very sorry that I caused you any concern in the last couple of days when you were packing to leave Pittsburgh. I stopped in your office and apparently just missed you, and then also tried to get you on the phone. I certainly understand that you had many things on your mind, and I hope my ~~xxxx~~ calls did not inconvenience you.

Congratulations on your promotion to be in charge of the Editorial Projects of the Hearst Newspapers. I read this with great interest, and while we hate to lose you here in Pittsburgh, we are happy that you are taking another big step up among the top brass.

In your new responsibilities I wanted to call your attention to a project which might excite your interest. A little over a year ago the Navy announced that it was going to scrap the USS ENTERPRISE, and was getting ready to ask for bids on her. The ENTERPRISE Association, which consists of about 2,000 of the 10,000 enlisted men and officers who served in the "Big E" from the time of her commissioning in 1935 to 1946 when she was placed in mothballs at Bayonne, New Jersey, was formed to save the ship.

Fleet Admiral William Halsey has fought like a tiger to save the "Big E", and through his efforts Senator Magnusin introduced a bill in the Senate, and Congressman Vincent, the House, sponsored it there. This bill was passed almost unanimously, I believe, and signed into law by President Eisenhower. The bill provides that the government will provide a site on the Potomac River in Washington for the permanent location of the ENTERPRISE as a national museum and monument. They will prepare the dock, the grounds around for parking, and it is up to the ENTERPRISE Association through public contributions to raise enough money to tow the ship to the site, have the ship rehabilitated for tourists' visitations, and provide enough money for the maintenance of the ship from year to year. It is contemplated that a small fee charged the tourist, will provide maintenance funds.

As you know, the ENTERPRISE ~~was~~ in more battles and played a leading part in them than any other ship in any Navy in the world at any time. She symbolises the great Naval war which was fought in World War II, and the change over of major weapons to the aircraft carrier. Her feats were amazing for the compliment of men aboard her changed quite often, but the ship herself seemed to withhold a character, which enabled her to be the only carrier who really fought all the way through the world and operated as a champion among carriers despite the fact that the essex class were larger and more modernly equipped.

I believe that this will have great public appeal to the nation, and it is the sort of thing that the Hearst Newspapers can back with all their heart. I felt it was something that you might be interested in using as you start on such editorial projects, and I believe that the figure of Admiral Halsey along with the ship's historic record would make it a very easy one to put across.

The ENTERPRISE Association has a public relations firm in New York who are directing the fund raising campaign under the leadership of a Committee Chairman, Mr. Felton, who is the president of Revere Copper and Brass Corporation. Mr. Felton, I



# May 14 by Suicide Unit

WASHINGTON, Aug. 27 (UP) —The 20,000-ton carrier Enterprise, the fightingest flattop of the U. S. fleet, was knocked out of the war May 14 by a jap suicide plane off the coast of Japan, the navy disclosed Monday.

Casualties were 13 killed and 67 wounded.

The "Big E," as she is known, broke off her last engagement reluctantly, then returned to the states under her own power for repairs at the Bremerton, Wash., navy yard. The damage prevented her from joining the mighty allied fleet now sailing into Tokyo bay for Japan's surrender.

## Due For Overhaul

Her skipper, Capt. G. B. H. Hall of Annapolis, Md., said the veteran carrier could have stayed in the fight by operating at 80% of efficiency but "were due for overhaul and the fleet didn't need us, so we came back."

The May 14 attack forced Vice Adm. Marc A. Mitscher, then commander of famed task force 58, to transfer to another flagship for the second time in four days. He had been aboard the Bunker Hill until May 11 when two Jap suicide planes turned that giant flattop into an inferno off Okinawa.

Four attacking planes were shot down by Enterprise antiaircraft gunners and protecting aircraft before a Jap fighter flashed out of a cloud cover and made for the carrier.

## Almost Missed Mark

Weaving and fish-tailing through the flak, the enemy pilot almost missed his mark. But he flipped the plane on its back and plunged into the forward flight deck. Its bomb blew the 30-ton forward elevator 400 feet into the air and set fires that roared through the forward section.

By heroic efforts, the crew brought the fires under control in 17 minutes and had them completely extinguished a half hour after the attack.

The only carrier to win a presidential unit citation and at one time the only seaworthy flat-top operating against the Japs, the "Big E" had fought in every major Pacific battle except the Coral sea engagement in steaming more than 275,000 miles—equal to 12 times around the world—to heap death and destruction on the enemy.

## Hit Dozens of Times

She had been hit dozens of times but only once before had been forced to return to the mainland for repairs. The Japs claimed to have sunk her six times.

In her long combat record, practically a summary of naval warfare from the desperate days of Pearl Harbor, the "Big E" and her planes destroyed 911 Jap planes, sank 71 enemy ships and damaged or probably sank 192 more.

Adm. William F. Halsey, commander of the Third fleet, prefers to call the Enterprise the "galloping ghost of the Oahu coast."

She was his flagship Pearl Harbor day and during Lt. Gen. Jimmy Doolittle's historic air raid on Tokyo, when she escorted the carrier Hornet which served as Doolittle's floating airfield.





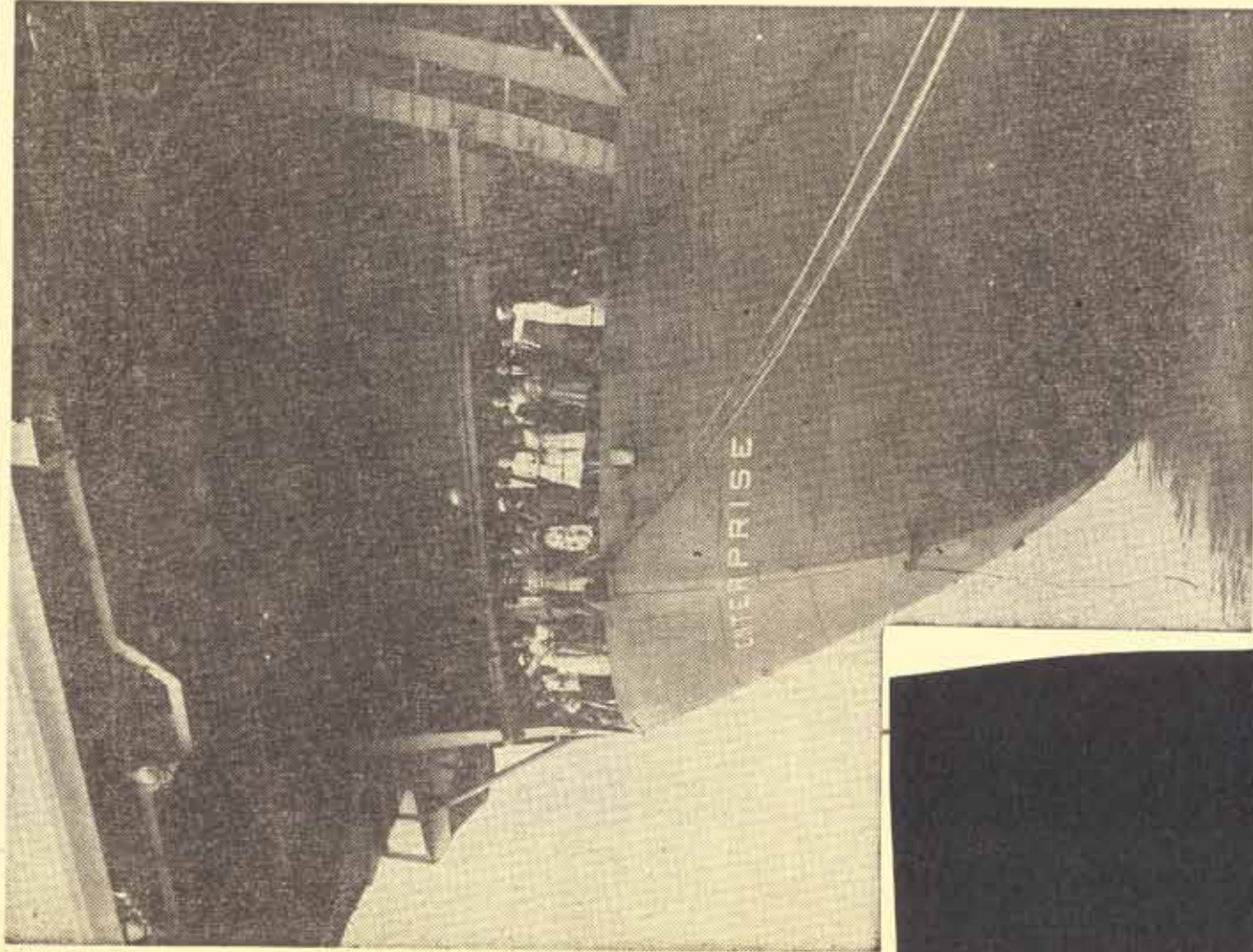




# ..Greetinga.. SEASON'S



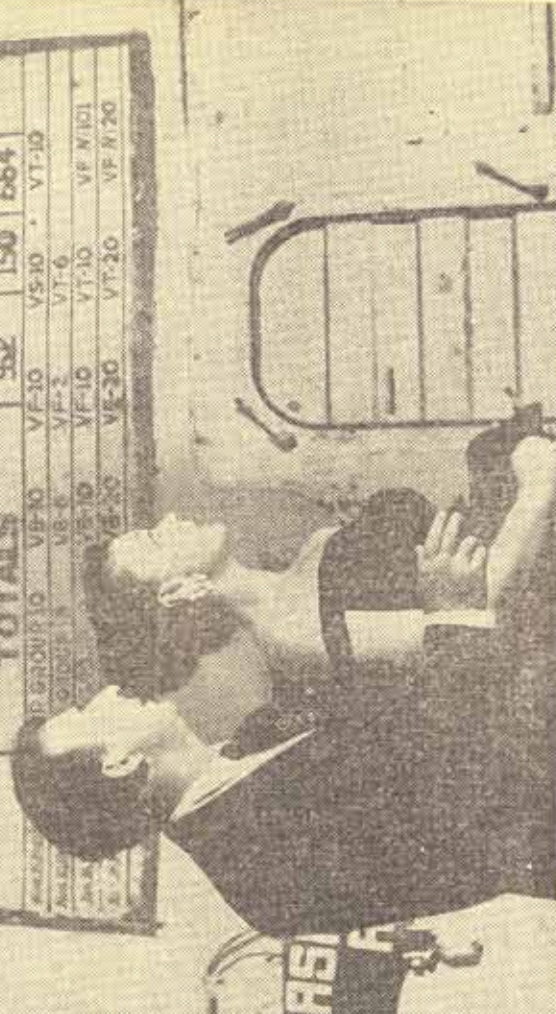




REUNION ON THE "BIG E"—Wartime shipmates and their families yesterday as they gathered aft on the hangar deck of the carrier Enterprise at Bayonne, N. J.

## ACTION Against JAPAN

DATE	ACTION	SHIP	PLANE	SHIP	PLANE
Jan. 30, 1943	ACTION AT DENNELL ISLAND				11
Feb. 27, 1943	GILBERT ISLAND OCCUPATION				3
Dec. 4, 1943	KWAJALEIN ATOLL RAID	3	8	14	★
Jan. 20, 1944	MARSHALL ISLANDS OCCUPATION				12
Feb. 17, 1944	TRUK ISLANDS RAID	10	75	★	★
Feb. 20, 1944	JALUIT RAID				★
Mar. 30, 1944	PALAU WOREN YAP ISLAND RAID	3	20	29	★
Apr. 10-24, 1944	HOLLANDIA OCCUPATION				81
Apr. 29-30, 1944	TRUK ISLANDS RAID		5	23	★
June 1, 1944	MARIANAS ISLANDS OCCUPATION	3	2	39	★
June 19, 1944	BATTLE OF PHILIPPINE SEA		3	32	★
Aug. 30, 1944	BONIN ISLAND RAID				★
Sept. 13, 1944	OCCUPATION OF PALAU				★
Oct. 10, 1944	NANSEI SHOTO RAID	15	18	14	★
Oct. 12-13, 1944	FORMOSA RAID	4	13	45	★
Oct. 24-25, 1944	OCCUPATION OF LYTE ISLAND	2	9	152	★
Oct. 27-28, 1944	BATTLE OF PHILIPPINE SEA	3	18	4	★
Nov. 17-18, 1944	PHILIPPINE ISLANDS RAID	16	17	130	★
TOTALS		932	150	664	
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THIS IS THE RECORD—Mr. and Mrs. Jerry Flynn, of Rochester, reading the battle record of the Enterprise, which served in nearly every major battle of the Pacific Theater in World War II. Mr. Flynn was a gunnery officer.



STAR, Washington, D. C.  
NOVEMBER 1, 1945.

## Navy Will Preserve 'Big E' As Symbol of Valor in War

The "Big E" has been assigned a permanent place in American history.

The Navy disclosed today that President Truman has approved a proposal from Secretary Forrestal to preserve the heroic aircraft carrier Enterprise, known to her crew as the "Big E" and the "Gallopin' Ghost of the Oahu Coast," as "a visible symbol of American valor and tenacity in war."

Details concerning her preservation, including where she will be berthed, have not been completed.

The Enterprise was the heart of the Pacific Fleet when the war was going badly for the United States. At one time she was the only carrier in the whole Pacific Ocean to fight the Japanese. She survived many attacks from submarines, surface ships and aircraft.

The Enterprise took part in the

Navy Day celebration in New York and later proceeded to the Navy Yard at Boston to be fitted with accommodations for returning servicemen across the Atlantic from Europe.

"I think it is an appropriate ship to take its place with the Constitution, the Constellation, the Hartford and the Olympia as historic vessels of the American Navy," Mr. Forrestal said.

Mr. Truman agreed to the proposal by approving a letter directed to him by Mr. Forrestal in which the Navy Secretary said that "time has accomplished what the enemy failed to do in four years of desperate, costly effort; the USS Enterprise must be taken out of service because modern planes cannot be flown in combat from her flight deck."

a public rebuke of Prince Fumimaro tractor came into the picture, Mr.

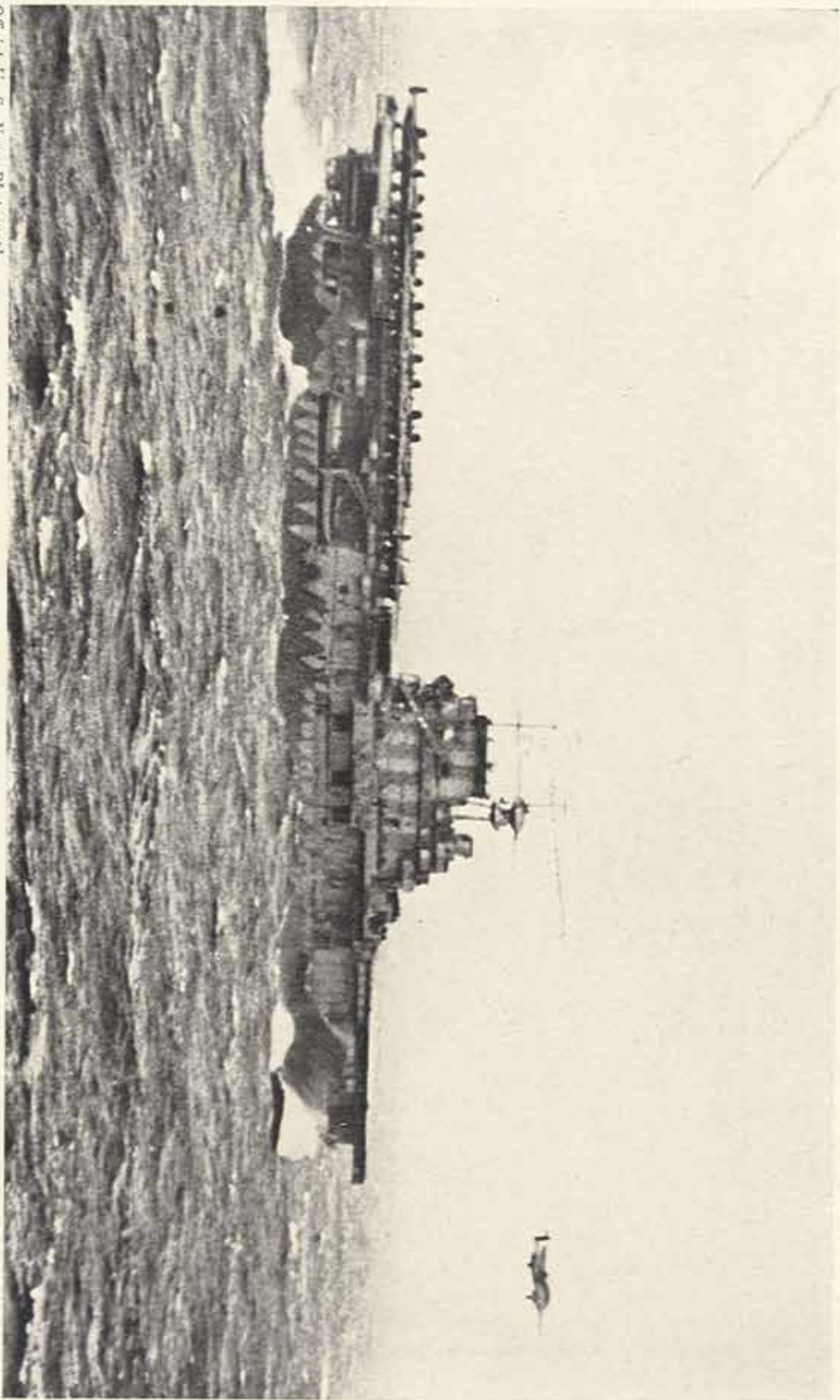


Official U. S. Navy Photograph

TAKE-OFF FOR TOKYO

"Off We Go"—the Army Air Corps song was never more appropriate than here as a B-25 North American medium bomber soars off the flight deck of the U.S.S. *Hornet* en route to Tokyo, Yokohama, and other Rising Sun industrial centers to give the Japanese their first taste of bombs dropping on their soil.

*To drop Atom Bomb on Japan*

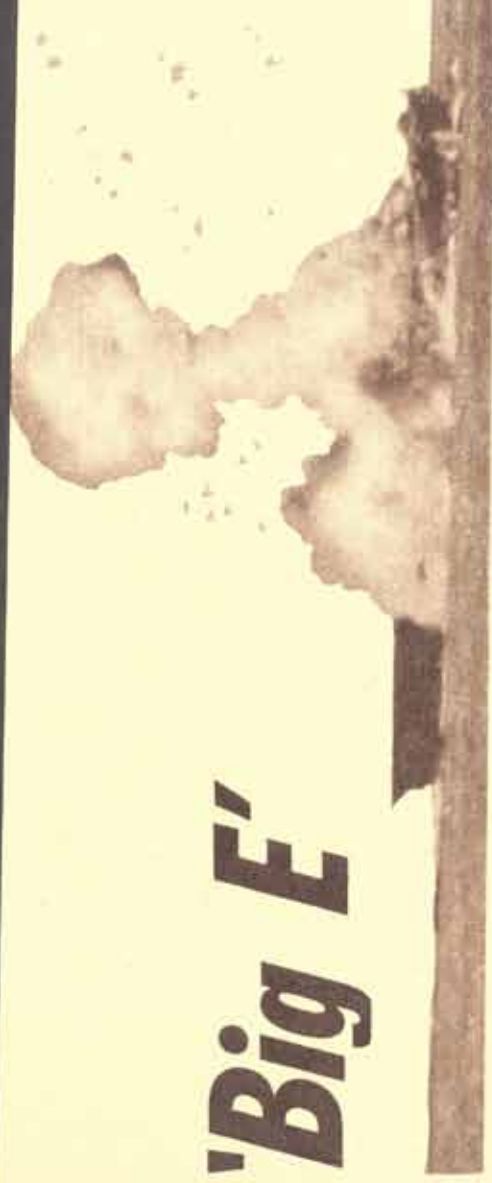




**They're Trying to Save the Proud Old  
Carrier Enterprise from the Scrap Heap**

# ***The Last Battle of the***

## **'Big E'**







**T**HE old aircraft carrier Enterprise is riding out her last naval battle. While her gray hull looms over the U.S. Naval Supply Depot at Bayonne, N. J., those who served aboard her—many of them Midwesterners—are fighting to save her from the scrap heap.

A peeling battle record on a forward bulkhead notes engagements she has kept—every major action in the Pacific during World War II except the Coral Sea.

Today, her flight deck shelters pigeons. Her rusted hangar deck holds dusty chairs and rubbish.

To put her into cruising shape today would cost \$3 million. To convert her for jet aircraft and atomic warfare would cost \$28 million.

It is cheaper, the Navy assesses, to sell her for scrap.

But the Enterprise will die hard if she dies at all.

An independent group of 1,300 men who once served aboard the carrier have formed an association to keep it as a permanent memorial.

They hope to interest others in the project before the Navy accepts bids to scrap her.



VETERANS returning home in 1945 filled the hangar deck of the Enterprise when it was a huge dormitory at sea. It carried 1,200 enlisted passengers.

January 5, 1957



## THEY CARE ABOUT CARRIER

# Veterans Rally Behind Drive To Bring Enterprise Here

Veterans of the aircraft carrier Enterprise rallied around the president of the USS Enterprise Association yesterday in efforts to save the famed ship from being scrapped.

Bill Rubin, association president, said he has received more than a score of telephone calls from former crew members of the "Big E," as her crew called her, supporting efforts to save her.

Rubin has telegraphed President Eisenhower, asking that the carrier not be sold for scrap but be preserved as a national memorial in San Diego, its former home port.

In Washington, the White

House said it has received Rubin's wire and has it under consideration.

The aid of the San Diego Navy League has been sought by Rubin, James Archer, president of the league, said he was in the process of contacting the directors to see whether the league should send a letter of support to the secretary of the Navy.

Archer questioned the possibility of mooring the 20,000-ton carrier here if effort to save her are successful. He said docking space in the harbor is at a premium.

Rubin said the first aim is

to defer plans to scrap the ship; the problem of a place to moor the carrier would be taken up later.

The Navy said it has made every effort to keep the Enterprise afloat as a permanent memorial to Pacific fighting. It is moored at Bayonne, N.J. Officials said maintenance costs run more than \$150,000 a year.

Rubin said local veterans organizations have been contacted to aid in the project. He said he has received many telephone calls from former crew members, many of whom are not members of the USS Enterprise Association.

OCT 13